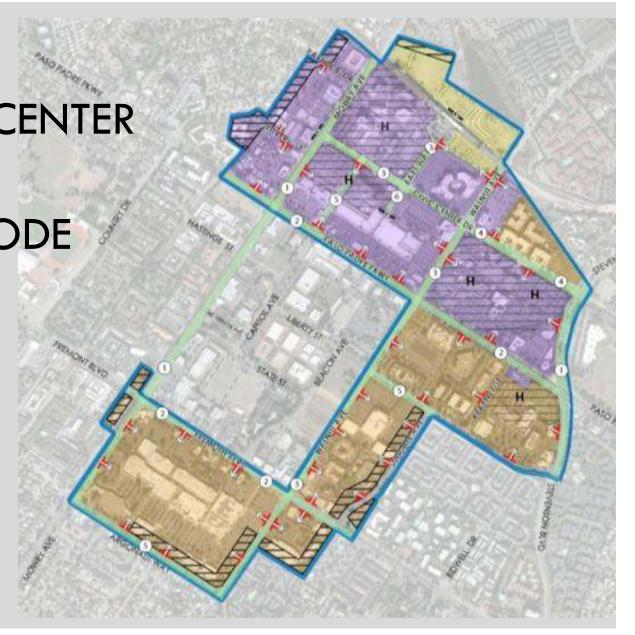


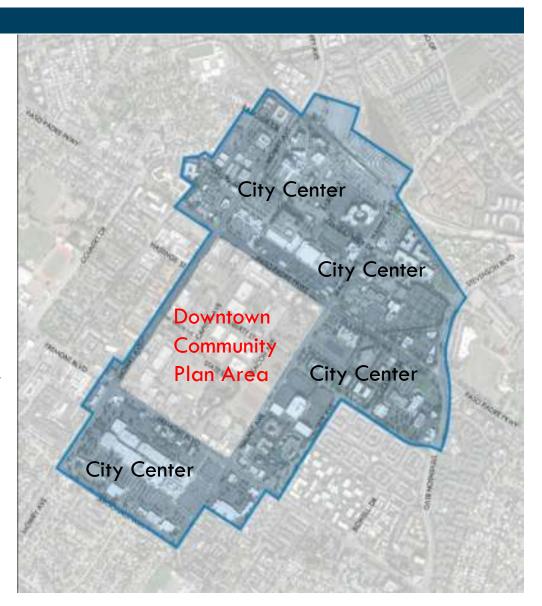
Stakeholder Meeting – Plan and Code Draft

May 8, 2013



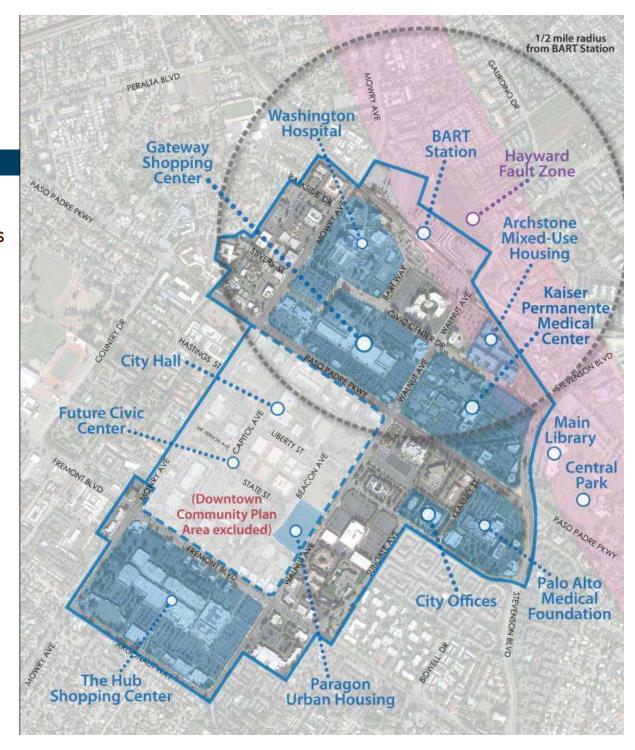
# Review

- City Center Vision set by Fremont General Plan
- Downtown Community Plan adopted in 2012
- This City Center planning effort includes:
  - 1. Precise Plan (Vision, Policies, Illustratives, Implementation)
  - 2. Form-Based Zoning Code (Regulations)



# Review

- Multiple large existing institutions and landowners
- Limited new development opportunities
- Approximately 1 mile by1.5 miles in size



# Review – Existing Conditions









# City Center Precise Plan Vision

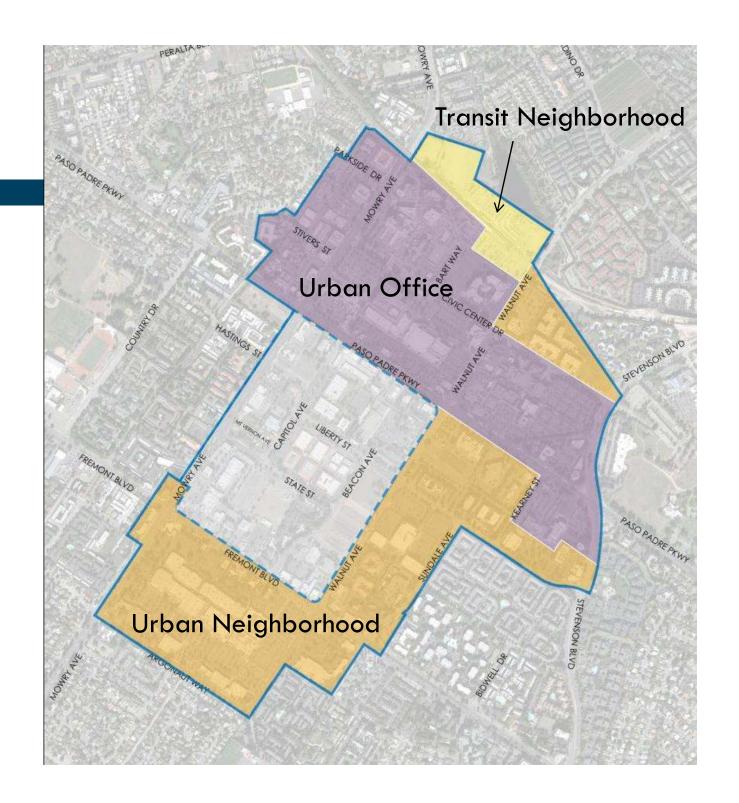
- Downtown Focus
- Connections between BART and Downtown
- Pedestrian-scale blocks and streets
- Pedestrian-oriented buildings and public space
- Rich mix of uses and housing options
- Efficient parking strategy
- Memorable gateways and well-designed wayfinding and signage
- Coordination with landowners to improve public space
- Long-term vision with short-term flexibility

# Precise Plan Character and Design

# Area-wide Goals and Policies

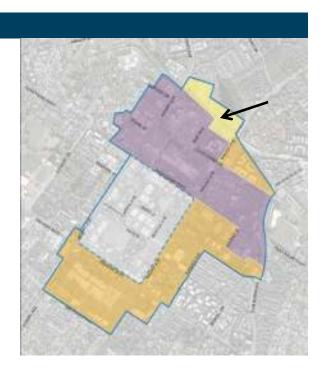
- Goal: Mix of City Center Land Uses
- Goal: City Center Synergy with Downtown
- Goal: Healthcare and Employment Focus
- Goal: Pedestrian-Oriented City Center Building Design
- Goal: Pedestrian-Oriented City Center Public Realm
- Goal: Wayfinding and Public Art
- Goal: Green Building and Sustainability

# Planning Sub-Areas

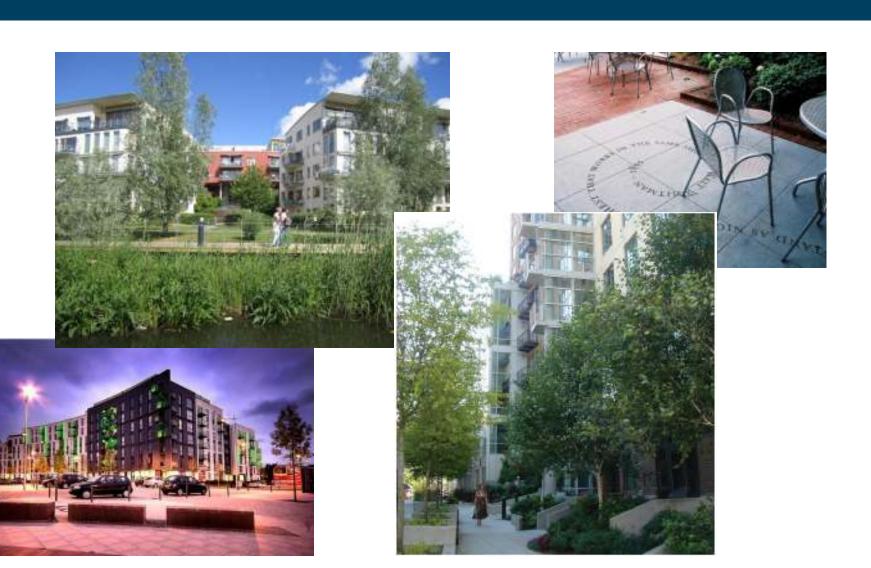


# Transit Neighborhood Goals

- A Residential-Focused Transit
   Neighborhood
- Better BART Connections
- A Vibrant BART Station
- Transit-Oriented Buildings Near BART
- Compact Development



# Transit Neighborhood Intended Character



# **Block Concept A**



Block Concept B

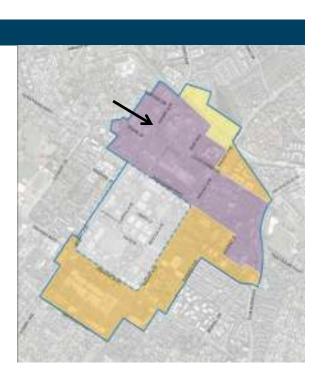


# Transit Residential Illustrative



# **Urban Office Goals**

- Employment and Complementary Uses
- Better Connections between BART and Downtown
- Improved Public Realm and Walkability
- Catalytic Infill and Frontage Improvement
- Successful Hospitals Integrated into City Center Fabric
- Active, Well-Connected Gateway
   Plaza



# **Urban Office Intended Character**







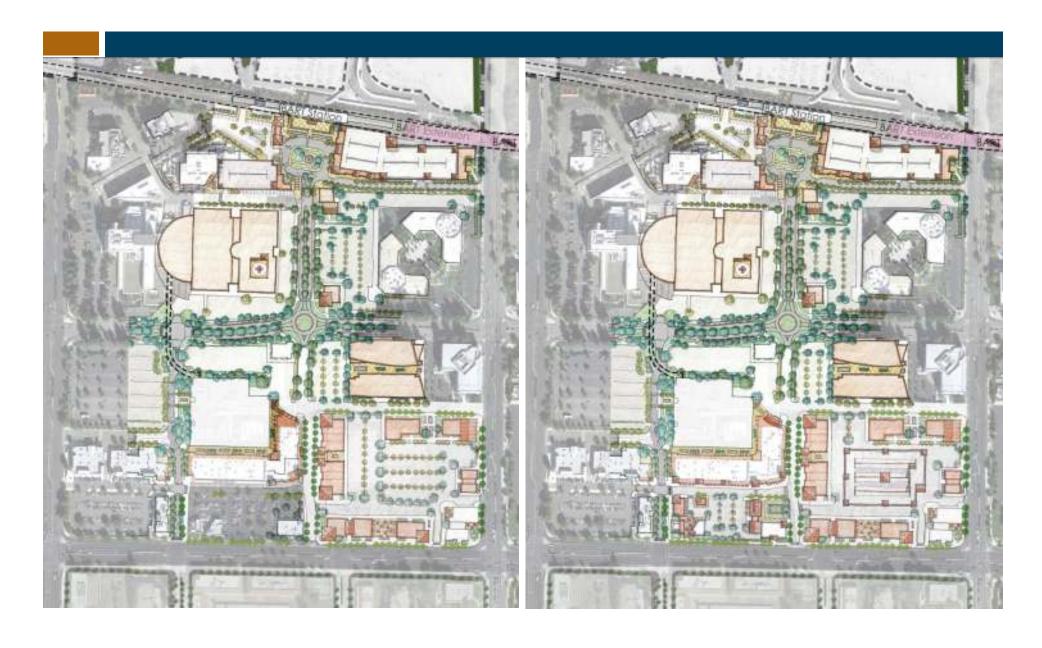




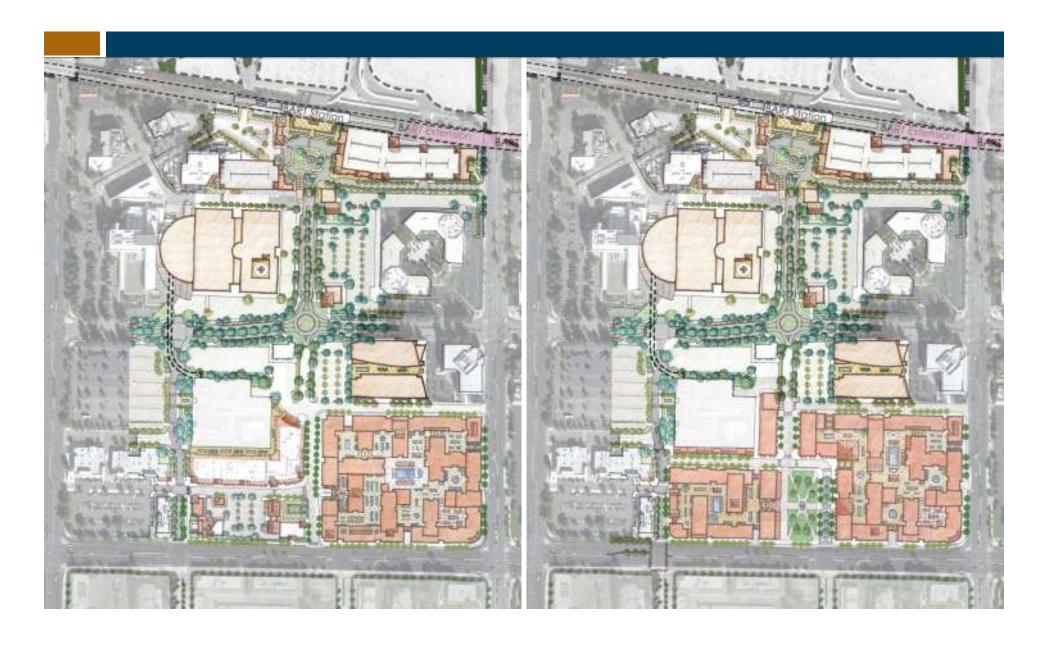
Gateway Concept:
Improvements to Existing
Block Structure



# Gateway: Low Intensity Redevelopment Concepts

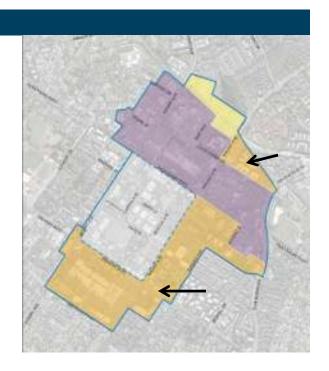


# Gateway: High Intensity Redevelopment Concepts



# Urban Neighborhood Goals

- A Mixed-Use Urban Neighborhood
- Improved Neighborhood Connections
- A Pedestrian-Oriented Public Realm
- Urban Neighborhood Buildings and Frontages



# Urban Neighborhood Intended Character





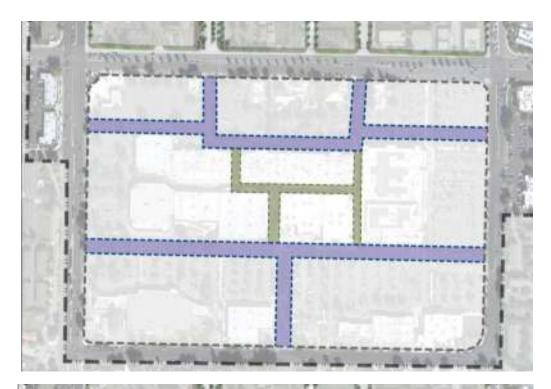




The Hub: Block Concept A

The Hub: Block

Concept B





# Liberty Street: Opportunistic Redevelopment Concept



# Liberty: Mid-High Intensity Redevelopment Concepts



# Precise Plan Transportation

# Area-wide Transportation Goals

- Network Accommodating all Transportation Modes
- Street Retrofits for Pedestrian Safety + Character
- A Safe and Efficient Bicycle Network
- High-Quality Access to the Fremont BART Station
- Reliable AC Transit Operations
- Wayfinding
- Streetscape, Plaza, and Public Realm Improvements







# Proposed Street Network



Avenue

Street

New or Improved Connection (Potential Location: Walkway or Street to be decided later)

IIIIIIIIIIII Walkway



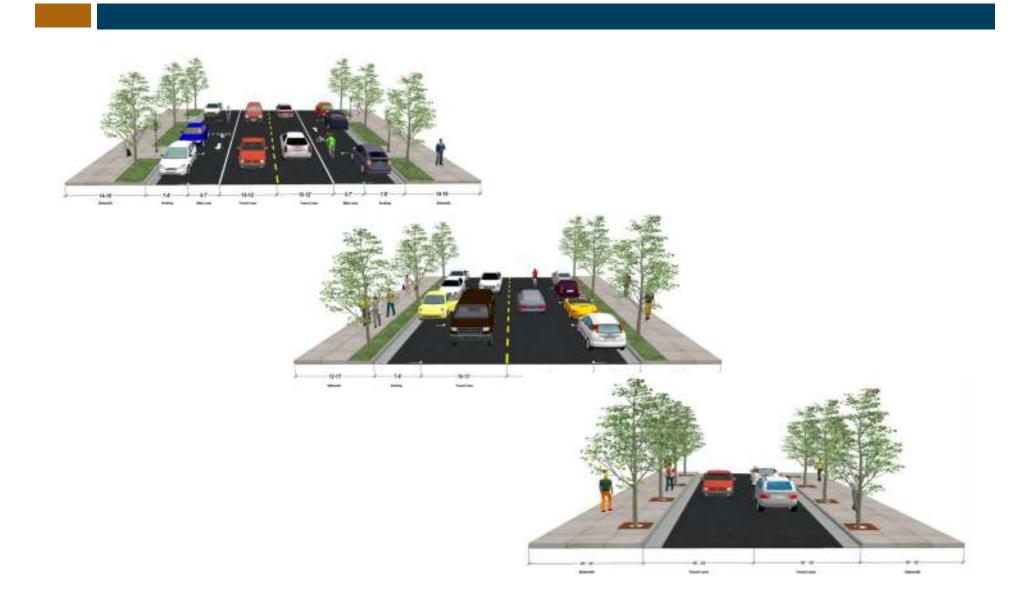
# Civic Center Road Diet



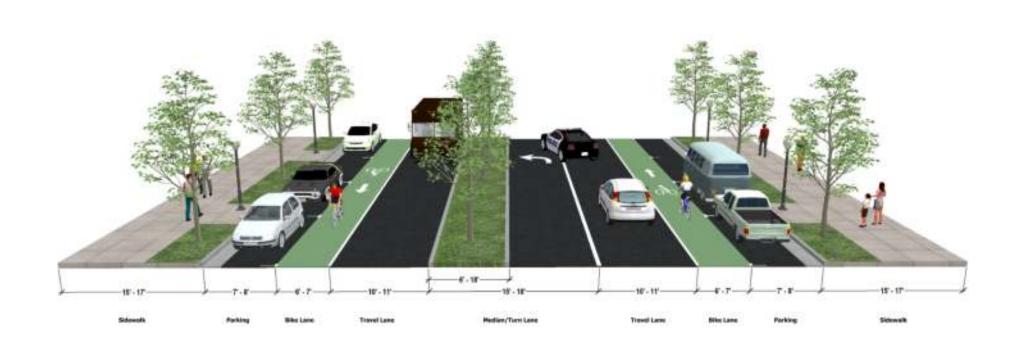
Variation south of Walnut:



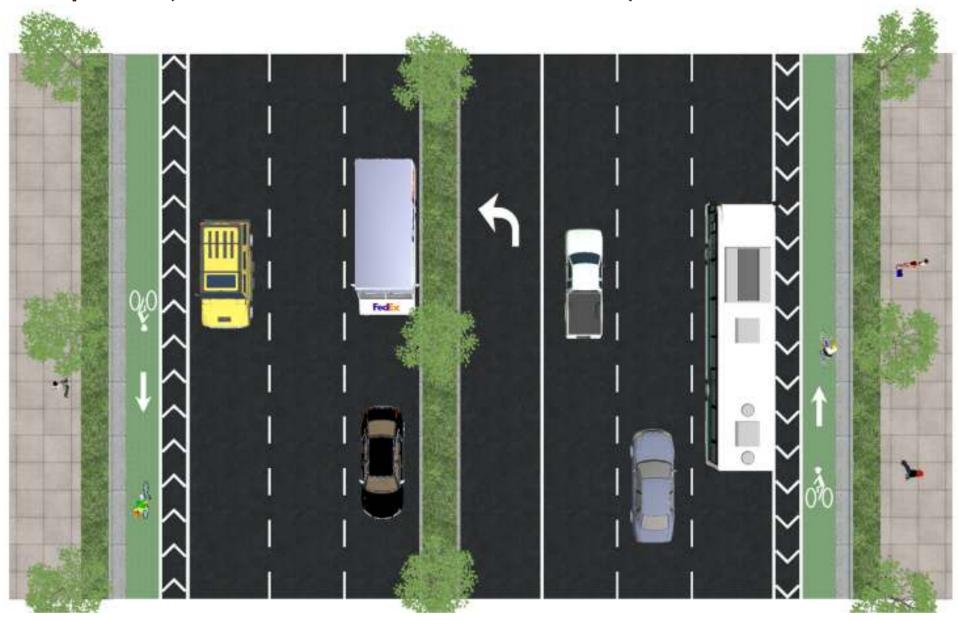
# New Internal Streets: Options



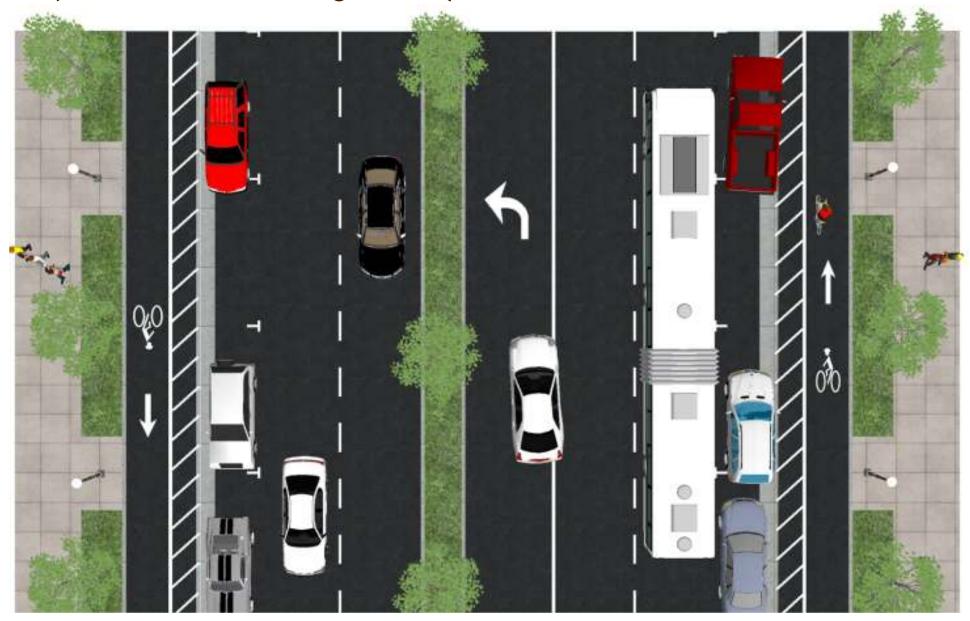
# Walnut Road Diet



# Paseo Padre, Fremont, Mowry, or Stevenson Option (No Curb Move: Short-term)



# Paseo Padre or Fremont Option (Curb Move: Long-Term)



# Parking Goals and Standards

- On-Street Parking
- Off-Street Parking Standards to Promote Walkability
- Shared Parking to Support a "Park Once" District
- Pedestrian-Friendly Parking Design
- Transportation Demand Management Targeted Toward Peak Periods
- A Sufficient Supply of Bicycle Parking

		Mixed Use/Res District			Transit/Res and Office/Comm Districts		
		Shared	Exclusive Use	Max	Shared	Exclusive Use	Max
Residential	Unit	0.75	1	2	0.5	0.75	1.5
Commercial	(1,000 gsf)	2.5	3.3	5	1.5	2	3.3
Medical	(1,000 gsf)	3.3	4	5	2	3	5
Assembly	Space: Seats	1:05	1:04	1:03	1:06	1:05	1:04

# Implementation and Financing





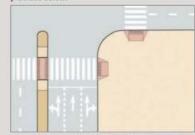
## Repair of Free Right Turns - A Toolkit

Most arterial intersections in the City Center area are configured to allow free (uncontrolled) right turns. This treatment includes raised corner islands for pedestrians, set off from the corner by an exclusive yield right turn lane. Wide right turn lanes, large corner turning radii, and the lack of signal control encourages high-speed vehicle turns and reduces pedestrian comfort. The raised pedestrian island requires the interruption of bicycle facilities at intersections. In the long term, the City Center plan calls for replacement or remediation of all free right turns. The City of Fremont has already begun reconfiguring some intersections.

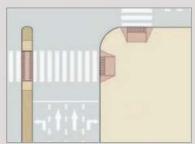




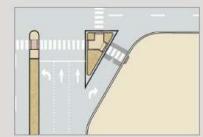
Three options for reconfiguration of right turns are provided below.



Option 1 (Preferred): No dedicated right turn lane



Option 2: Dedicated right turn lane (controlled)



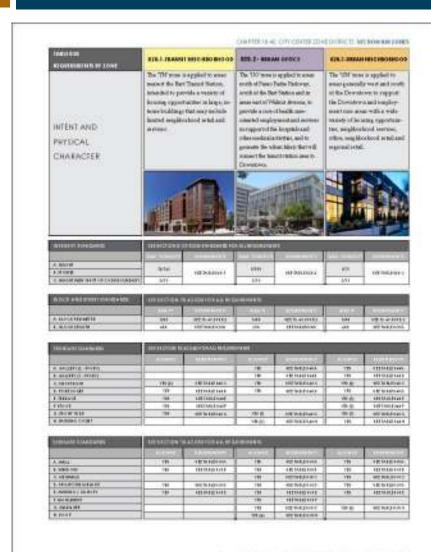
Option 3: Signalized right turn slip lane with raised pedestrian crossing. (This treatment should be applied where required to maintain turning radii for large vehicles and to minimize pedestrian crossing distance.)

# City Center Zoning Code

# Form-Based Code: Approach and Processing

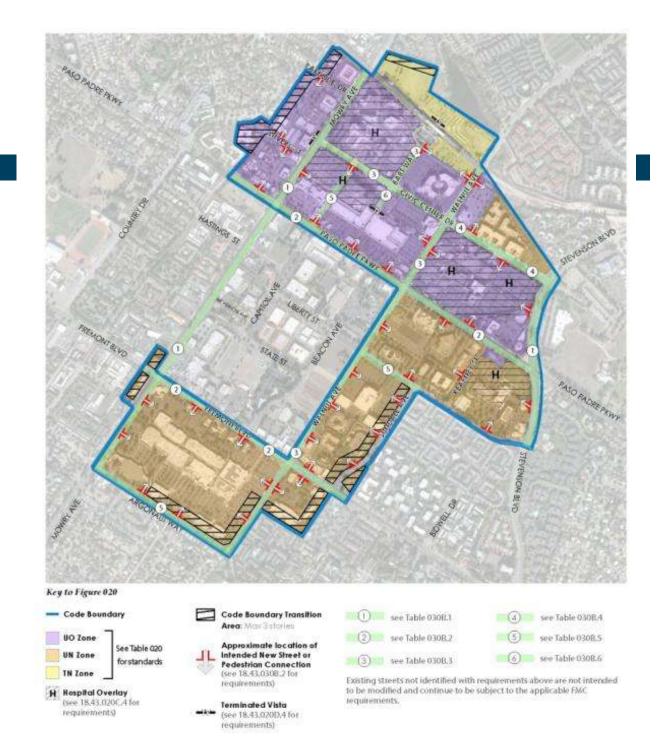
- 1. Code recognizes that transformation is incremental and not always contiguous
- 2. Code replaces existing zoning
- 3. All standards in one place
- 4. Same Review and Processing as Downtown: City Center Review Permit
- 5. Built-In Flexibility

# Regulating Plan and Zones



- 1. Streets
- 2. New Blocks
- 3. Zones
- 4. Terminated Vistas
- 5. Height Transitions
- 6. Hospital Overlay

# Zoning Map



# 3 Zones to Implement Precise Plan

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# Zone Purpose, Intent, and Land Use Standards

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## TABLE 020.1 TRANSIT NEIGHBORHOOD ZONE

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## INTERDED PHYSICAL CHARACTER BUILDINGS. IRONTAGES. SIGNAGE

inciding on your only block-from with room towed was habitage in each of physical and intended, in this large on up to 37 shows, presently bourse, sentended with landed non-residential uses. Enablings are man or netheck from the information privately define the streets ago. It seems to toward the front of fluidings to operating define the retreats, provide contributes in the man, and procure computations with neighbouring reportion like her tay. Or of Table 100 or for requirements.

## C. STREETS CAPE / FUBLIC REALM AND OPEN SPACE

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## D. LAND USE ACTIVITY

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## E. PARKING

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## TABLE 020.1 ALLOWED LAND USES AND REQUIRED PARKING: TRANSIT NEIGHBORHOOD ZONE

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- Required parking may be located off-size up to 400 test from the size for resolvenial parking and up to 1.250 (ref.) to a file playfor non-resolvenial polythy whete.
- to the remote parking complies with the site requirements of the come.
- (b) the applicant provides the City with written proof that the corner of the remote size authorizes such activity.

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# Development Standards



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- Defining finalize along street shall be boated within the hold-to-layer per diagram I.
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- Duildings shall not enseal 400 feet on any acts and shall be compressed of enforces up to 200 long. Subjectival wall serves up to the same may did a whom each witness in offset to the other by a physicianal of an long to feet with a long fit of feet man of a long to feet.
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- The portion of a building site within the Code Boundary Transition from an above in Figure 128, abali not some? If stores per TH below.
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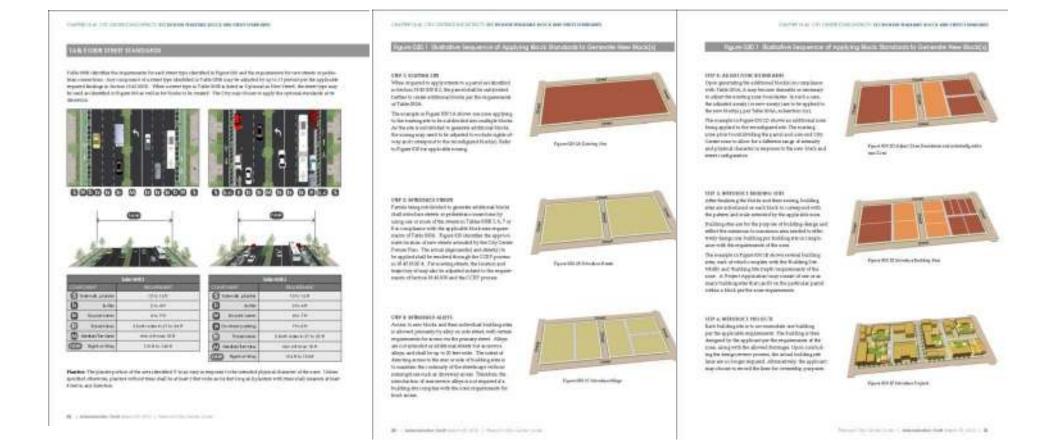
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- Vising only the allowed frontage types, haddings shall recorporate one or multiple frontage types with facules extending along brontage times per Diagram 5.
- Buildings reog incorporate multiple frontage types, as allowed by Section OB, subset to design review.
- Reliding electron may encount into softwale as already final in Diagram 5.
- Landscape shall be perceived along freetages per the applicable freetage type requirements in Section (48).
- Paring and altern ground addates shall be to used as shown in diagram 4. To the outest grantical, stilling shall be underground and/or in alleys.
- Parking and service areas shall only be accessed from a primary open if un alley or side street are not present.
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# Walkable Block and Street Standards



# Frontage Standards

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## CARLORS CHINASE PROPERTY MANGEMENT

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# Signage Standards





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# Next Steps

- Complete public review draft and make available
- Review and respond to comments
- June 13<sup>th</sup> Planning Commission work session
- June 18<sup>th</sup> City Council work session